

## Message Text

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PAGE 01 STATE 152664  
ORIGIN DOE-15

INFO OCT-01 EUR-12 ISO-00 SOE-02 AID-05 CEA-01 CIAE-00  
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DRAFTED BY DOE:JHEMPHILL:EW  
APPROVED BY EB/ORF/FSE:GARSEN  
DOE - DTHICKEY  
EB/ORF/FSE - REHECKLINGER  
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R 152026Z JUN 78  
FM SECSTATE WASHDC  
TO AMEMBASSY BERN

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USOECD

E.O. 11652: N/A

TAGS: ENRG, IEA

SUBJECT: ENERGY: EXPERTS MEETING ON TRANSPORTATION

USOECD: PASS TO R. GRADIN, IEA SECRETARIAT.

BERN: PASS TO H. SCHMID, CHAIRMAN OF IEA CONSERVATION  
SUBGROUP.

THE FOLLOWING IS A SUMMARY OF THE EXPERTS MEETING ON  
TRANSPORTATION CONSERVATION HELD ON MAY 18-19 PREPARED BY  
CHAIRMAN JOHN HEMPHILL, U.S., FOR CONSIDERATION OF THE  
CONSERVATION SUBGROUP.

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1. GENERAL - THE GROUP FOUND THAT THERE IS SCOPE FOR  
ENERGY CONSERVATION IN THE TRANSPORT SECTOR. HOWEVER,  
CONFLICTS MIGHT ARISE WITH ENVIRONMENTAL PRESERVATION  
TARGETS AND THE OVERALL POLICY, TAKING INTO CONSIDERATION  
DESIRES FOR ENERGY CONSERVATION AND ENVIRONMENTAL PRESER-  
VATION AS WELL AS THE ECONOMIC AND SOCIAL GOALS. THIS  
PROBLEM SHOULD BE CAREFULLY ADDRESSED.

2. SPEED LIMITS - THE GROUP FOUND THAT: (A) SPEED LIMITS SAVE ENERGY AND RESULT IN IMPROVED HIGHWAY SAFETY; ALTHOUGH IN PRACTICE THE MAGNITUDE OF THE SAVINGS IS DIFFICULT TO QUANTIFY; (B) PROBLEMS EXIST WITH RESPECT TO PUBLIC ACCEPTANCE AND ENFORCEMENT. THE GROUP RECOMMENDS THAT: (A) AN EFFECTIVE PUBLIC EDUCATION PROGRAMME IS NEEDED TO MAINTAIN AND INSURE PUBLIC ACCEPTANCE; (B) A NECESSARY PROVISION OF SPEED LIMITS IS THAT THEY BE SET AT A REASONABLE LEVEL; (C) SPEED LIMITS THAT WERE ESTABLISHED, IN PART TO SAVE ENERGY, SHOULD BE RETAINED; THEIR REPEAL WOULD SERIOUSLY JEOPARDIZE THE CONSERVATION ETHIC.

3. MOTOR FUEL PRICING POLICY - THE GROUP FOUND THAT: (A) THE ELASTICITY OF MOTOR FUEL IS QUITE LOW BUT IS NOT INSIGNIFICANT; (B) HOWEVER, BECAUSE OF THE LOW ELASTICITY, TAXES MUST BE SUBSTANTIAL TO OBTAIN SIZEABLE ENERGY SAVINGS; (C) THE IMPACT OF HIGHER MOTOR FUEL PRICES TENDS TO BE MORE SIGNIFICANT IN THE NEAR TERM. OVER TIME THE REAL PRICE OF THE TAX, THUS ITS EFFECTIVENESS, DECLINES. THE GROUP RECOMMENDS THAT: - PRICES SHOULD BE ESTABLISHED WHICH AT A MINIMUM REFLECT WORLD PRICES.

4. AUTOMOBILE EXCISE TAXES - THE GROUP FOUND THAT: (A) A NUMBER OF TYPES OF TAXES WERE DISCUSSED (INCLUDING TAXES BASED ON THE VEHICLE'S WEIGHT, THE MOTOR DISPLACEMENT AND LIMITED OFFICIAL USE

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POWER AND TAXES BASED ON THE VEHICLE'S FUEL ECONOMY; (B) ALTHOUGH THE FUEL ECONOMY TAX MAY APPEAR TO BE THE MOST DESIRABLE MEANS OF INFLUENCING AUTO FUEL ECONOMY, PROBLEMS WITH MEASUREMENT ACCURACY AND RELIABILITY, AND IN THE COMPLEXITY OF THE MEASUREMENT MAKES THIS APPROACH, IN MANY INSTANCES, LESS DESIRABLE THAN OTHER APPROACHES.

5. FUEL ECONOMY TEST PROCEDURES: INFORMATION - THE GROUP FOUND THAT: BY PROVIDING A UNIFORM TESTING PROCEDURE, FUEL ECONOMY RATING MEASUREMENTS ARE INTENDED TO PROVIDE A GOOD RELATIVE RANKING OF AUTOMOBILE FUEL ECONOMY. - THE GROUP RECOMMENDS THAT (A) INFORMATION ON FUEL ECONOMY, COUPLED WITH A COMPREHENSIVE ADVERTISING AND EDUCATION PROGRAMME, SHOULD BEGIN TO STIMULATE PUBLIC AWARENESS OF THE IMPORTANCE OF FUEL ECONOMY AND OF DRIVING HABITS ON FUEL ECONOMY; (B) ALTHOUGH THERE MAY BE SIGNIFICANT VARIABILITY IN AN AUTOMOBILE'S FUEL ECONOMY, PUBLISHED MEASURES SHOULD BE MADE AS REPRESENTATIVE AS PRACTICAL; (C) PROCEDURES TO IMPROVE THE ACCURACY OF FUEL ECONOMY MEASURES SUCH AS TESTING UNDER COLD START CONDITIONS SHOULD BE CONSIDERED; (D) COUNTRIES SHOULD COORDINATE THE ACTIVITIES IN DEVELOPING FUEL ECONOMY TEST PROCEDURES TO MINIMIZE THE NUMBER OF

FUEL ECONOMY MEASURES ASSOCIATED WITH A SINGLE TYPE OF AUTOMOBILE.

6. AUTOMOBILE FUEL ECONOMY STANDARDS: THE GROUP FOUND THAT: - MANDATORY FUEL ECONOMY STANDARDS APPEAR TO BE A GOOD POLICY TO ADOPT IN COUNTRIES WHERE MOTOR FUEL AND

AUTOMOBILE PRICES, THUS AUTOMOBILE FUEL ECONOMY, ARE VERY LOW. THE GROUP RECOMMENDS THAT: (A) IN OTHER COUNTRIES WHERE FUEL ECONOMY IS HIGHER, A VOLUNTARY FUEL ECONOMY PROGRAMME SHOULD BE CONSIDERED; (B) THE EFFECTIVENESS OF THESE PROGRAMMES ARE OF CONSIDERABLE INTEREST AND SHOULD BE INCLUDED IN FURTHER DISCUSSIONS AND INFORMATION EXCHANGES AS MORE INFORMATION BECOMES AVAILABLE.

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7. URBAN TRANSPORTATION AND LAND USE - THE GROUP FOUND THAT: (A) A STRONG RELATIONSHIP EXISTS BETWEEN PHYSICAL LAND USE DEVELOPMENT AND THE TRANSPORTATION SYSTEM AND BETWEEN THE TRANSPORTATION SYSTEM AND ENERGY USE; (B) EXPERIENCE HAS SHOWN THAT RIDERSHIP ON PUBLIC TRANSPORT HAS DECLINED DESPITE SUBSTANTIAL PUBLIC SUBSIDY; (C) TO INCREASE SIGNIFICANTLY THE SHARE OF PUBLIC TRANSPORTATION USAGE WOULD PROBABLY REQUIRE RESTRICTIONS OF AUTOMOBILE USAGE. SUCH RESTRICTIONS ARE QUITE UNPOPULAR AND NOT LIKELY TO BE INTRODUCED ON A LARGE SCALE; (D) DISPERSED TRIP PATTERNS LIMIT THE EFFECTIVENESS OF TRADITIONAL TRANSIT SYSTEMS TO SERVE MANY TRIPS. THESE TRIPS CAN MOST LIKELY BE EFFICIENTLY SERVED BY CAR AND VAN POOLS. THE GROUP RECOMMENDS THAT: (A) WHERE FEASIBLE POLICIES THAT ENCOURAGE RATIONAL PHYSICAL DEVELOPMENT SHOULD THEREFORE BE ENCOURAGED; (B) PUBLIC TRANSPORTATION AND RIDE SHARING SHOULD BE ENCOURAGED; (C) DELEGATES ARE ENCOURAGED TO IDENTIFY POLICIES TO ENCOURAGE RIDE SHARING AND TO REMOVE CONSTRAINTS TO RHARING; (D) IN COUNTRIES WHERE COMPANY OWNED CARS REPRESENT A SIGNIFICANT PORTION OF THE FLEET, POLICIES SHOULD BE EXPLORED TO RESTORE PROPER PRICE SIGNALS TO THE MARKET PLACE.

8. DIESELS - THE GROUP FOUND THAT: (A) THE DIESEL ENGINE IS MORE ENERGY EFFICIENT THAN THE GASOLINE ENGINE. THEREFORE IT REPRESENTS A NEAR TERM ENERGY SAVING OPTION IN THE AUTOMOBILE AND LIGHT TRUCK SECTOR; (B) IN MANY COUNTRIES THERE IS A GROWING INTEREST IN DIESELS. HOWEVER, POSSIBLE PROBLEMS EXISTS WITH RESPECT TO NOISE, ODOR AND EMISSIONS. THE GROUP RECOMMENDS THAT: (A) THESE ISSUES, PARTICULARLY EMISSIONS, MUST BE ADDRESSED; (B) THE NATURE OF THE EMISSION PROBLEM MUST BE CAREFULLY IDENTIFIED. COORDINATION LIMITED OFFICIAL USE

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AMONG THE VARIOUS AGENCIES INVOLVED IS NECESSARY IN ORDER TO INSURE THAT REASONABLE EMISSION LEVELS ARE ESTABLISHED WHICH DO NOT PRECLUDE WITHOUT CAUSE DIESEL DEVELOPMENT; (C) GIVEN THE FUEL EFFICIENCY OF DIESEL ENGINES, POLICIES SHOULD BE AVOIDED WHICH DISCOURAGE THEIR USE.

9. ALTERNATIVE TRANSPORT FUELS - THE GROUP FOUND THAT: (A) METHOL, ETHAL, COAL LIQUIFICATION, L.P.G. ARE POSSIBLE TRANSPORT FUEL ADDITIVES FOR THE NEAR TERM; (B) SUPPLY UNCERTAINTY AND STORAGE SAFETY PROBLEMS MAY LIMIT THE WIDESPREAD USE OF LPG; (C) ELECTRICITY PRESENTLY HAS LIMITED POTENTIAL DUE TO THE LIMITED RANGE AND PERFORMANCE OF ELECTRIC VEHICLES; (C) IN DEVELOPING AND CONSIDERING NEAR TERM ALTERNATIVE FUEL SUPPLY THE EXISTING INFRASTRUCTURE MUST BE TAKEN INTO ACCOUNT; (D) IN THE LONG RUN THE STIRLING ENGINE WHICH IS CAPABLE OF USING A WIDE VARIETY OF FUELS MAY BE THE BEST POWER PLANT OF TRANSPORT. RESEARCH AND DEVELOPMENT ON THIS SYSTEM AND OTHER SUCH PROMISING SYSTEMS SHOULD BE ENCOURAGED. CHRISTOPHER

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INFO OCT-01 EUR-03 ISO-00 /007 R

66011  
DRAFTED BY EB/ORF/FSE:REHECKLINGER  
APPROVED BY EB/ORF/FSE:GARSEN  
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P 290135Z JUN 78  
FM SECSTATE WASHDC  
TO AMEMBASSY PARIS PRIORITY

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USOECN

FOLLOWING REPEAT STATE 152664 SENT ACTION BERN JUN 15.

QUOTE: LIMITED OFFICIAL USE STATE 152664

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UNQUOTE VANCE

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## Message Attributes

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**Capture Date:** 01 jan 1994  
**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
**Concepts:** ENERGY, TRANSPORTATION, COMMITTEE MEETINGS  
**Control Number:** n/a  
**Copy:** SINGLE  
**Draft Date:** 15 jun 1978  
**Decaption Date:** 01 jan 1960  
**Decaption Note:**  
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**Disposition Approved on Date:**  
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**Status:** NATIVE  
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**TAGS:** ENRG, OCON, IAEA  
**To:** PARIS USOECD  
**Type:** TE  
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